

Menasha Fire Department History



INTRODUCTION



Over the course of time, a need has arisen for information pertaining to the historic operation of the Menasha Fire Department. The Menasha Fire Department has a proud heritage that dates back to the early 19th century. Never before has so much information been assembled and made available in one complete source. The authors of this history hope they have succeeded in the preservation of this rich heritage for future generations.

As of January 1, 1998, the Menasha Fire Department (MFD) is made up of 27 firefighters and officers, a Chief and a Deputy Chief, who operate out of two stations. There are seven pieces of motorized equipment: 2-1,250 Gallons Per Minute (GPM) diesel pumpers, 1-1,000 GPM diesel pumper, 1-100 foot diesel aerial ladder truck, 1-cargo utility truck, 1-hovercraft and 1-chief's car. The 1998 operating budget is set at just over \$2.1 million. The present size and strength of the MFD was not developed overnight. It has evolved gradually for the past 135 years. This is how it happened.



THE BEGINNING



The first organized fire protection was started on July 16, 1863, as the Pioneer Bucket Brigade led by P. V. Lawson. On September 26, 1868, a second brigade unit was added and named Germania Company No 2. The Union Hook and Ladder Company with P. V. Lawson as it's foreman was born on April 7, 1874.

All of these volunteer units were composed of leading businessmen and manufacturing people in the village. The three units consisted of 56 volunteers and each had a hand drawn cart which was housed in its own "station". Station number one was located on Chute Street, just west of the City Square. Station number two was located on Tayco Street just north of the canal. Station three was on Manitowoc Street, between First and Second Streets.

In the mid 1800's the Village of Menasha was a densely wooded area with water to the east and south. The northern most building was in the area of present day Sixth Street. There was no municipal water system and there were no hydrants. In the summer water could be obtained from the river, but during winter this source was eliminated due to ice.

It is understandable that during this period considerable emphasis was placed on preventing fires before they started. Unfortunately, fires usually burned themselves out before they were extinguished. In 1874, the Village of Menasha was incorporated as a City and its first Council and Mayor were elected. O. J. Hall was the first Mayor. When the city incorporated in 1874 it also established the position of Fire Warden. This individual was responsible for fire prevention and fire watch in his ward. When fire did break out, it was his job to spread the alarm and contact the various brigades.

Another tradition began in 1874. The appointment of the first Volunteer Fire Chief, F. Schaub. The different brigades were composed of almost 60 men, so naturally someone had to take charge and act as their leader. The following year in 1875, the bucket brigade foreman, P. V. Lawson, was elected Mayor.

By 1883, the city had grown. Most of the mills and nearly all the mercantile buildings along Main Street were of wooden construction. A brick building was a rarity. An ordinance was passed in 1884 designating an area in which no wooden structure could be erected.

In 1885, the city started construction of its first City Hall at 124 Main Street (next to the present day Senior Citizens Center). This was a combination City Hall and Fire Station. The council chamber was located upstairs and the fire station encompassed the first floor.

Also in 1885, the fire department entered the mechanical age. A used Mansfield Steam Engine was offered to the city for \$1,500, but it wasn't in the best of shape. The engine blew off its cylinder while it was being tried out. Even with that bad experience it was purchased and named "Black Jack". In later years it would be used to unplug and flush city sewers.

In 1866, while still occupying rooms in the Masonic building before the new City Hall was completed, the Mayor (ex-brigade foreman, P. V. Lawson) recommended the purchase of a good steam engine. The subsequent bids, examinations and trial resulted in the purchase of a Silsby Steamer. Both of these steamers were horse-drawn units. Volunteers no longer pulled their own hand drawn carts. Use of all the hand operated pumps was discontinued in 1886.

Now that the fire department had horse-drawn steamers, the city was forced to contract with a teamster to provide two teams of horses for these units. William Pankratz became (or was appointed) the City Teamster. Along with his duty to provide teams of horses, he was also responsible for janitorial duties in the fire house. In the new quarters for the two teams of horses, drop harnesses were provided in front of the steamers. The alarm system for the volunteer units, and later for the call firefighters, was provided by the Menasha Woodenware Corporation. It consisted of a loud steam whistle nicknamed the "Mockingbird". When it sounded, the men would report to the station and then be dispatched to the fire.

As the City of Menasha moved closer to the 20th century, many changes were occurring in the country and around the world. By 1898, the year of the Spanish American War, the population was approximately 7,000. Total public school attendance had risen to just under

800 children. The city had 30 factories, employing 2,500 people. Over half of them were engaged in the manufacturing of wooden products. Seventy-five electric lights illuminated the streets and the telephone company had all of 100 subscribers. The Interurban Electric Streetcar Line, which had replaced the horse drawn cars in 1898, ran between Menasha, Neenah, and Appleton. Steamboats with names such as the Evalyn, the Marston, the Lynch, and the Carter, made the city dock a regular stopping place.

The members of the fire department now received \$60 a year in return for their services. Technically, they were no longer volunteers like the earlier members of the Pioneer Bucket Brigade who received only the exclusion from jury duty as their compensation.

A modification was made in 1903 to the Silsby Steamer, enabling it to produce an instant head of steam. Other than this small change, the department entered the 20th Century rather quietly. For the next 18 years, everything remained relatively unchanged.



THE EARLY YEARS



In 1921, however, the Menasha Fire Department came of age. The first motorized piece of equipment was purchased. It was a 500-gallon-per-minute American LaFrance with a 2-stage pump. It was also capable of carrying a large amount of hose. Compared to the horse-drawn steamers, this "pumper" was truly a modern marvel. The first paid firefighters were appointed to supplement the volunteers. Paul Theimer, Jack Dombrowski, and John Mueller were the first three hired. With their appointment, a rather unique situation developed. The Fire Chief was still a volunteer. The first three men worked a shift that consisted of six days at the station and one day at home. Later that year, the work schedule was changed to 48 hours on and 24 hours off. Joe Mueller (no relation to John Mueller), the last volunteer Chief, continued to serve until his retirement in 1926.

The world was becoming a smaller place. No longer would the distance between cities be such a formidable handicap. All across the country, the internal combustion engine was changing the way people lived. Horseless carriages were now referred to as automobiles and they were everywhere.

The City of Menasha was growing and now had four wards. The "Mockingbird" whistle was replaced with one at the former John Strange Paper Company. (currently U.S. Paper) The fire department still had six volunteers who were called to working fires by the new whistle. The first signal identified the ward the fire was in and then another signal at the station would break each ward down further into four sections.

The city, in 1924, hired one more firefighter bringing the total department strength to four men, plus six more on call. The practice of volunteers assisting the paid men on duty continued until 1941. A major change in the department's work schedule took place that

same year. It was reduced to 24 hours on the job and the next 24 hours off. This was quite an improvement over the previous schedule.

In May of the following year, the city purchased an American LaFrance Ladder Truck. Not only did the truck carry a wide assortment of ladders, but also axes and other tools that enabled the firefighters to perform their job more effectively.

Early in 1926, Joe Mueller, the last volunteer Fire Chief resigned. He was replaced in April by Paul Theimer who became the city's first, full-time, paid Fire Chief. One man was also added to the department to replace Theimer. Two men each worked on a shift now, every other day. If a fire call was received, the two men would each drive a truck to the fire, where the volunteers would meet them. Together they would perform their duties until the fire was extinguished. There were some problems however with the practice of initially having only two men at a fire.

In 1929, two more firefighters were added, bringing the total department strength to six men -- three on each shift. This size must have been adequate, because for the next 12 years no personnel changes were made in the department.

The largest fire ever known in the city up to that time was the one which destroyed the Menasha High School in March of 1936. It was located in the area where the present day Police-Fire Complex stands. At the time, it had an estimated loss of \$275,000. Allowing for almost 50 years of inflation, one can easily see just how devastating this fire really was.

The old LaFrance pumper had served faithfully as the first line pumper for almost 20 years but it was time for replacement. In 1940 the fire department purchased a new Mack pumper. The LaFrance was kept on the department and was used in a reserve capacity. The new Mack had a 2-stage centrifugal pump capable of moving 1,000 gallons of water a minute. It could also carry over 2,000 feet of hose. It was the most modern piece of equipment available and the total purchase price was \$9,205.

1941 was the beginning of World War II. There was an addition of two more firefighters. Each shift now had four men. That was the last year that volunteers worked with the paid firefighters. In June, eight full-time men petitioned for, and received from, the International Association of Fire Fighters, a local union charter. The labor movement was becoming increasingly popular all across the country and Menasha was no exception.

Between 1941 and 1946 numerous changes in personnel took place because of the war. Out of the eight men on the department, three of them had their careers interrupted to serve in the military. Chief Paul Theimer retired in 1944. Replacements were appointed to fill all the vacancies including the one created by Chief Theimer's retirement. Art Gutzman was appointed the new Fire Chief.

In 1946, two more firefighters were added to the department bringing the total department strength to 10 men. Five firefighters worked alternating shifts every other day. The city purchased a new 85-foot hydraulic ladder truck from the Seagrave Fire Equipment Company in Columbus, Ohio. The price for the new aerial was \$18,277. The old ladder truck which had been purchased in 1925 was sold to the City of Plattville, Wisconsin.

In 1949, three additional firefighters were hired. The department work hours were reduced to a 72-hour work week. For the past 25 years they had been working an 84-hour week. Fire Chief Art Gutzman retired in 1951 and Ed Heim was appointed to the position.

In 1954, three years into Chief Heim's administration, the city decided to replace the standby American LaFrance pumper purchased in 1921 with another American LaFrance. The old truck was traded in and the net purchase price was \$16,160. The new LaFrance had a 2-stage centrifugal pump with a pumping capacity of 1000 GPM, just like the department's Mack pumper. The city now had two modern pumpers and an 85-foot aerial, with seven full-time firefighters on each shift.

In 1958, two more firefighters were added to the department. The firefighters successfully bargained for a shorter work week consisting of 67 1/2 hours.

In 1960, an Insurance Rating Bureau (this is a rating bureau that sets fire insurance rates for the industrial segment of the city) surveyed the city and found the manpower situation in the fire department to be inadequate. On the Bureau's recommendation, two additional firefighters were hired. The department now consisted of eighteen firefighters and the Fire Chief.

Another piece of apparatus was acquired in 1961. A new Chevrolet Corvair Greenbriar Van was purchased for \$2,235. This van allowed for the transportation of additional personnel and small portable pieces of equipment, such as pumps and rescue tools. This could be accomplished without tying up a pumper. The work week was reduced to 63 hours.

Chief Ed Heim retired in 1963 and Cornelius Rippl was appointed the new Fire Chief. One year later, the combination position of Training Officer and Inspector was created. The first officer appointed was Robert Pack.

Chief Rippl and Inspector Pack each had their new duties put to the test. On July 17, 1964, the sparks from a workman's torch at the Menasha Corporation ignited creosote laden bridge timbers. The workmen tried unsuccessfully to extinguish the fire themselves. By the time the Menasha Fire Department was notified and arrived, the flames had already gained access to the building's upper floors. Assistance was requested from the cities of Neenah, Appleton, Oshkosh, and the Town of Menasha. Throughout the night, firefighters from these communities battled the blaze. At times, the flames were fanned by 40-mile-per hour winds. Not until the next afternoon would the fire be officially out. Nearly six million gallons of water were used in extinguishment.



GROWTH YEARS



In 1967, a major re-organization took place within the fire department. Three men were added on June 1, bringing the total department strength to 21 men plus the Chief and Inspector. The men now worked a three platoon rotation with a 56-hour work week. During the mid-60's, as the city grew and it's industrial base expanded, it became apparent that improved fire protection would be required for the northern area of the city. The driving distance, together with the railroad tracks crossing the city, made existing protection to the north inadequate.

In 1968, this condition was remedied by a number of events. Each event in itself was a major change within the Menasha Fire Department. First, and foremost, a contract was awarded to the P.G. Miron Company for the construction of a second fire station on the corner of Highway 47 and Airport Road. During the planning stages, low maintenance, minimum wasted space, and no "frills" were items that led to it's swift completion the next year at a cost of \$106,000. During October, 12 more men were hired to staff the new station. Throughout the winter, they received training at the main station while awaiting permanent assignment in the spring.

The Menasha Water and Street Departments were busy extending water and sewer lines to newly annexed areas as well as upgrading existing mains. When all the repairs and improvements were completed, the total cost exceeded \$350,000. Now that the city would soon have a new fire station, new water mains, and new firefighters, all that was needed was a new pumper. This was purchased from the Central Fire Equipment Company of Oshkosh. A new International Harvester was ordered for \$33,500 and was delivered in 1969.

The new substation opened with four men per shift in the spring of 1969. The LaFrance pumper purchased in 1954 was moved to the new station and the new International Harvester was quartered at the Main Station. Official dedication ceremonies took place on June 1. Each shift now had a total of 11 firefighters.

Ambulance service was provided to city residents in May, 1970. Four men were hired to staff an Oldsmobile Ambulance that was based at the new substation. The four firefighters that were hired brought the total department strength to 39 men, the most it would ever be. In succeeding years manpower would be reduced through attrition to 1969 levels, 11 firefighters per shift, and subsequently 9 firefighters per shift, where it stands today.

Fire Chief Cornelius Rippl retired in July of 1973, after 40 years of service with the Menasha Fire Department. Joseph Skalmoski was appointed the new Fire Chief.

A new GMC Rescue Van was purchased in 1974, from Fox Valley Truck of Appleton to replace the 1961 Chevrolet. The purchase price, with trade-in was \$3,200. In March and April respectively, 1975, a new pumper and a new aerial ladder truck were ordered from

Pierce Manufacturing of Appleton. They would replace the Mack pumper that was over 35 years old and the Seagrave Ladder Truck that was 30 years old. Purchase prices were \$68,000 for the pumper and \$184,000 for the aerial. The Mack pumper was sold back to Pierce for \$3,500 and the Seagrave Ladder Truck would later be sold to the City of Black River Falls, Wisconsin. The color that was specified for the 2 vehicles was high-visibility yellow. Previous to this time, all fire apparatus was traditionally red. It is not uncommon now to see fire trucks that are white, blue, and even purple. This is especially true in many eastern communities.

In September, 1976, a new modular ambulance was purchased from Pierce Manufacturing at a cost of \$20,000. This vehicle replaced the 1969 Oldsmobile. The engine and aerial ladder truck ordered from Pierce in 1975, were finally delivered in the spring of 1977. The same year the city discontinued the municipal ambulance service.

Gold Cross of Appleton purchased the one-year old ambulance and was awarded a contract with Winnebago County to provide ambulance service county wide. The fee charged city residents increased 150%. In June, an automatic mutual response agreement was signed between the Cities of Menasha and Neenah. The agreement provided for each city to automatically send one pumper with a crew to each other's city upon receiving any alarm of other than residential nature. Throughout the years the provisions of this agreement have been enacted hundreds of times, saving each city countless sums of money. Menasha expanded its Mutual Aid potential with an agreement with the City of Appleton in May, 1978.

In 1979, another 1000 GPM pumper was ordered from Pierce at a price of \$82,292. This engine would replace the 1954 LaFrance. In March, 1979, Chief Skalmoski retired. He had served on the department for 28 years. Thomas Miller, the Deputy Fire Chief, was appointed as his successor on April 11, 1979.

On September 9, 1979 a milestone took place within the department that hadn't occurred for 94 years. The new Fire Police Safety Building was dedicated. For the past decade, the Menasha Fire and Police Departments had been operating out of buildings designed for the previous century. The floor in the fire station was determined to be of insufficient strength to support the new apparatus. Since their delivery, they were housed at station number two on Airport Road. The architect for the new building was Orput Associates Inc. and the General Contractor was DeCoster Construction Co. When everything was completed and all the costs added, the total price for the new Public Protection Facility was \$1,678,371.

Menasha took delivery of a new pumper on June 27, 1980. The 1954 LaFrance had been offered for sale, but due to a lack of bids received, it was donated to the Fire Technology Department at Fox Valley Technical College. Also in 1980, the International pumper purchased in 1969, was sent to Pierce Manufacturing and a major modification was made to it. In addition to its water pumping capabilities, it was now also capable of dispensing foam in large enough quantities to combat the threat of any chemical spill or flammable liquid fire.

This conversion was made and the self-contained internal design has enabled the city to realize the benefits from two systems within one truck.

This same year representatives from the Insurance Services Office returned to evaluate the department. It had been 12 years since the last rating and now the results of the evaluation showed that the city had improved its fire protection to the point where it could now be considered a Class 5.

The word "ARSON" took on a new meaning within the Menasha Fire Department in 1980. For decades, it had been suspected that many fires were of suspicious nature. Now for the first time, a police investigator would assist officers of the fire department with all fires of suspicious origin. A grant from the State and Federal government was used to refurbish and convert the department's GMC Van into an arson command vehicle. Now the investigator's office could be transported directly to the scene of a suspicious fire. Evidence could be collected, preserved, and statements taken from suspects and witnesses while events were still fresh. Over the years investigators and officers from the Menasha Fire and Police Departments would attend many seminars and schools dealing with arson investigation. The current Community Arson Task Force is an outgrowth of this training.

A replaced police car was refurbished and added to the Menasha Fire Department's vehicle roster in March 1982. Primarily, it was used by the Chief, Deputy Chief, Inspectors and Officers in the performance of their duties.

The Insurance Rating Bureau again visited the city on November 9, 1984. The city's rating was improved from a "5" to a "4".



CURRENT YEARS



On December 16, 1985, Menasha's Council approved the purchase of a Hovercraft. The hoverstar was purchased for \$6,800. In addition, three one-piece cold water survival suits were purchased to complement the rescue apparatus. The Hoverstar has proven itself worthy on many occasions, year round, for various water rescues.

In March, 1986, the city went through a period of turmoil. In then Mayor Thom Ciske's view, it was necessary to terminate several positions from the city's payroll to reduce expenses. The fire department was hardest hit with the permanent layoff of five firefighters, reducing a full shift to a level of eight. After a period of 18 months, combined with three medical retirements, three of the five terminated firefighters returned to full-time duty. Staffing was now 27 firefighters, 1 Deputy Chief, 1 Fire Chief. This is the current level today.

In February, 1988, the previous automatic response policy with Neenah was dropped and they became part of the city's Mutual Aid pact. From this point on, the City of Neenah would respond with the necessary apparatus only at Menasha's request.

An intern program was started in September, 1990. Three students from Fox Valley Technical College were placed in the fire department as Cadet Interns. Each was assigned to a shift for the duration of their school term or one year. The interns report to the fire department after their school day is completed. After successfully completing the intern program, the cadets are entitled to credits toward their Associate Degree. These credits are not required and the cadets are not entitled to any compensation for hours on duty.

In May of 1991 the city hired the first female firefighter. During September the City of Oshkosh was added to Menasha's list of Mutual Aid potential.

After 10 years of faithful service, the department's staff car was in need of replacement in 1992. Once again a displaced police squad car became the department's staff car. In addition, all of Winnebago County protective systems started using their new communication system, Enhanced 911. CADD and RMS is revolutionizing emergency dispatching and records management.

In February of 1993 a new triple combination Lance 1250 GPM pumper was ordered from Pierce Manufacturing. It was delivered on August 6th, six months after it was ordered. The final delivery price was \$217,000. It replaced the 1000 GPM engine that had been bought in 1977 and was now sold to Land O Lakes, Wisconsin for \$16,000.

In 1993, integrated on-board computer terminals were placed on all fire apparatus. With the availability of these sophisticated tools, incident commanders could now have a variety of pertinent information at the scene of all emergencies. Audio transmissions between vehicles and the communications center could now be replaced with visual information, reducing the amount of radio traffic.

The Insurance Rating Bureau again visited the city in February, 1994. The city's new rating improved from a "4" to a "3". This is an outstanding rating that many departments never achieve. Also in 1994 the hoverstar hovercraft was sold for \$1,500 and replaced with a hoverguard 600 model. This hovercraft was much bigger and allowed for more passengers. It's cost was \$26,000 but was paid for by Winnebago County with the understanding it could be used outside the City boundaries.

In January of 1995 Fire Chief Thomas Miller retired. He had served with the department for 36 years, the last 16 as chief. After an extensive search, he was replaced by Jeffrey Roemer who had been the Public Safety Director in Allouez, Wisconsin.

1995 also saw a number of other changes. A GMC Jimmy sport utility vehicle was purchased for \$22,000. This vehicle was needed to tow the hovercraft, the life safety house,

(more on this in a moment) and also for fire inspections and miscellaneous errands. The Fire Chief was given the use of the car acquired from the police department in 1992. The aerial ladder truck also had a major refurbishment done to it. The GMC van obtained in 1974 and converted to an arson vehicle in 1980 was given to the police department.

For some time now the Menasha Fire Department had been active in public education. It is well known that the practice of preventing fires is preferable to the cost and energy of extinguishing them after they start. To this end, members committed themselves to the acquisition and purchase of a life safety house. Working together with members from the City of Neenah, and the Towns of Neenah and Menasha, firefighters have raised over \$47,000 to date from corporate and individual pledges. No tax money of any kind was used to purchase a fully functional modular trailer home from Serro Scotty R.V. of Irwin, PA for \$29,800. It was delivered during October of 1995.

The home is shared equally by all four fire departments and has allowed literally thousands of people to experience the dangers of a simulated fire. Participants are also taught the correct techniques and procedures to prevent fires. Special emphasis is given to instructing young children.

Shortly after his arrival, Chief Roemer reinstituted an automatic mutual aid response with the City of Neenah. This was something that had been tried before, but only when the alarm was for a business or industry. From now on, each community would send one engine to the other's aid for any alarm.

In 1997 the GMC Jimmy was transferred to the police department. It had proved just too small for the towing it was being asked to do. A used 1994 Chevrolet Suburban was purchased for \$19,000 to replace it. Also, a used 1993 Ford Crown Victoria was acquired from the police department for the chief.

An automatic mutual aid agreement exactly like the one with Neenah was implemented with the city of Appleton. The boundaries are limited, but in every other aspect it is identical.

In 1998, a new Pierce Quantum 1250 GPM engine was purchased for \$267,000. On February 18, the day it was delivered, the International that had been purchased almost 30 years before, was sold for \$2,600 to a private individual.

In May, Chief Jeffrey Roemer, who had come to Menasha just over 3 years earlier, unexpectedly submitted his resignation effective June 26th. Lt. Pat O'Brien, a 30 year veteran, was named interim fire chief, and subsequently on August 28th was appointed to the position permanently.

On September 1st, EMS service by the fire department was re-introduced after an absence of more than 20 years. During the spring and summer, firefighters had been receiving training as First Responders. Along with the first aid training, all personnel were also taught how to

use Automatic External Defibrillators, or AED's. These portable devices are carried on each of the department's two engines along with basic First Responder equipment. Working closely with Gold Cross paramedics, firefighters can now help to provide a higher level of EMS service to City residents.



FUTURE YEARS



The changes that have taken place in the past 135 years have brought the Menasha Fire Department out of the horse and buggy age into the space age. It is a time when words like laser, computer, and space shuttle are used in every day conversation. Who knows what the future holds in store for the Menasha Fire Department? Already scientists are experimenting with ways of extinguishing fire without the use of water or any other extinguishing agent.

The modern firefighter has better equipment, better training, and is more educated than at any other time in history. Education within the Menasha Fire Department has taken on a new role of importance. It is no longer regarded as something for an elite few. Nearly all current members on the department have taken courses at area technical colleges. Many have earned Associate Degrees or Bachelor degrees. All officers have attended seminars on subjects such as inspection procedures, arson investigation, and State and Municipal building codes. Some officers have attended the National Fire Academy in Emmitsburg, Maryland.

One of the points stressed by department speakers when talking to various organizations, is that education and firefighting go hand-in-hand. Gone are days when the main requirements to being a firefighter were a strong back and the ability to breathe smoke.

Yes, the future for the Menasha Fire Department is bright. We have entered the 21st Century and all citizens from the City of Menasha can feel at ease with the knowledge that their fire department takes a backseat to no other. The dedication and efficiency is apparent in all phases of operation. Great pride is taken in the rich heritage of the past and the progressive outlook for the future.

At the same time, citizens must not let their ease turn into complacency. Innovation and dedication can only take us so far. Everyone must realize, as our forefathers before us did, that tough choices must be made to ensure the protection and well being of everyone.

HISTORICAL DEPARTMENT ROSTER

Dates of Service

Paul Theimer	1921 - 1944
Jack Dombrowski	1921 - 1945
John Mueller	1921 - 1951
John Stommel	1924 - 1938
Arthur Gutzman	1926 - 1951
Edward Heim	1929 - 1963
Andrew Zeininger	1929 - 1931
Lawrence Liebhauser	1931 - 1933
Cornelius Rippl	1933 - 1973
William Akstulewicz	1938 - 1977
Ernest Kroll	1939 - 1963
Roy Verhoven	1939 - 1970
Fred Yaley	1943 - 1944
Stanley Sokolowski	1944 - 1963
Robert DeWeert	1944 - 1945
Fred Relien	1944 - 1974
Edward Romnek	1944 - 1945
John Huber	1944 - 1945
Herb Rehbein	1945 - 1945
Victor Holewinski	1945 - 1946
Elmer Zielinski	1945 - 1945
Hugo Arno	1945 - 1946
Bernard Kwiatowski	1945 - 1946
Joseph Magalski	1946 - 1979
Roman Rappert	1946 - 1949
James Willis	1949 - 1978
Erwin Suess	1949 - 1951
Alex Sylwanowicz	1949 - 1972
Richard Jedwabny	1949 - 1951
Robert Pack	1950 - 1966
Joseph Skalmoski	1951 - 1979
Herman Bartelme	1951 - 1972
John Minton	1951 - 1956
Cyril Gunther	1951 - 1974
David Rippl	1956 - 1990
Thomas Miller	1958 - 1995

William Zitelman	1958 - 1964
Lyman Depner	1960 - 1966
Walter Akstulewicz	1960 - 1977
Ronald Dutter	1963 - 1987
Jerome O'Bright	1963 - 1974
Konrad Schodorf	1963 - 1995
Harry Olszewski	1963 - 1991
Leonard Stanczak	1964 - 1986
Clyde Strehlow	1966 - 1993
Dale Ramich	1966 - 1986
Thomas Brunette	1967 - 1999
John Oakley	1967 - 1998
Leroy Londre	1967 - 1997
Stewart Baurain	1968 - 1975
Douglas Cottrell	1968 - 1997
John Hotynski	1968 - 2000
James Knecht	1968 - 1998
James Kraus	1968 - 1996
Michael Miller	1968 - 1970
Patrick O'Brien	1968 -
Gerald Osmuss	1968 - 1974
Neil Schmidt	1968 - 1968
John Van Enkevort	1968 - 1969
George Van Schyndel	1968 - 1969
Ronald Wunderlich	1968 - 1996
James Pitt	1968 - 1974
Allan Mentz	1969 - 2000
Robert Weber	1969 - 2000
Joseph Kobs	1970 - 1999
James Arndt	1970 - 1989
Michael Dobish	1970 - 1998
Terrance Longsine	1970 - 2000
Rick Priebe	1970 - 1972
Steven DeLeeuw	1974 -
Steven Pack	1974 -
Joseph Hotynski	1974 -
Richard Winkers	1974 -
Frank Hahn	1974 -
Clarence Montalbano	1974 - 1991

Wally Jeszke	1974 - 1986 1987 - 2000
Richard Schraa	1975 - 1986 1987 - 2000
Kevin Shelley	1975 - 1986 1987 -
Michael Gillis	1976 - 1981
Denis Matuszak	1979 - 1986 1990 -
Thomas Bender	1980 - 1984
David Grable	1981 - 1986
Daniel Blakeslee	1990 -
Pamela Baier	1991 - 1992
James Dunbar	1991 -
Kevin Kloehn	1992 -
Daniel Schultz	1993 -
Jeffrey Roemer	1995 - 1998
Scot Gelhar	1995 -
James Nabbefeld	1996 -
Amos Mikkelson	1997 -
Patrick Nicolaus	1997 - 2000
Allen Wroblewski	1997 -
Jamie Leonard	1998 -
Greg Friedrich	1998 -
Anthony DiPiazza	1998 -
Jason Calkins	1999 -
Jason Peerenboom	1999 -
Anthony Leiton	1999 -
Kevin Korth	1999 -
Tim Patterson	2000 -
Nick Brautigam	2000 -
Nick Mostek	2000 -
Greg Wroblewski	2000 -
Ryan Kane	2000 -
DuWayne Schwartz	2000 -